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Hongkong Daily Press.

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HONGKONG. SATURDAY, FEBRUARY 14TH 1903

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MARRIAGE.

On the 31st January, at St. Andrew's Cathedral,
Singapore, JAMES CHALMERS, C.E., Assistant Civil
Engineer, T. P. D. Co., eldest son of JAMES
CHALMERS, Caulfield Terne, Aberdeen, to MARY
DEARLING, third daughter of JAMES DEARLING,
Kent.

DEATHS.

On the 6th February, at the General Hospital,
Shanghai, WILLIAM MAPPIN, of the Shanghai
Paper Mill.At No. 2, Thirburn's road, Shanghai, JOSEPH
ANTONIO GRANDON, aged 50 years.

The Daily Press.

HONGKONG OFFICE: 14, DESVaux ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 14th February, 1908.

The first feeling on entering the harbour of Weihaiwei is one of admiration at the capacity of the harbour and its facilities for defence; nor is this feeling to any degree diminished when a detailed examination is made. It is not to be assumed from this that in its present condition the place is in a fit state to take care of itself, even against the most insignificant attack, nor can the anchorage be looked on as in a condition to render it a safe refuge for even the smaller craft. In fact in its present state Weihaiwei, so far from being a source of strength, defensive or offensive, is, owing to the apathy of the British Government, absolutely a cause of weakness, as requiring the presence of a considerable portion of the Fleet to safeguard it against a sudden surprise. As there are large quantities of coal and warlike stores on shore, and the position is one from which it would be extremely difficult to oust a hostile fleet, the defenceless position of the port is little better than a disgrace to the Government, and is, in fact, indicative of the want of foresight which characterises all our military preparations. A commencement was, it is true, made in erecting certain forts, and guns were actually sent out to China for arming them, yet by a sudden change of opinion on the part, we believe, of certain engineer officers as opposed to the unanimous recommendations of the naval

authorities, the work began was suspended, just enough having been done to draw the attention of the Russian garrison at Port Arthur to the capabilities of the port, and its suitability for checking any hostile movements in the Gulf of Pechili. As a harbour, in its present condition Weihaiwei is by no means perfect. The wide and not easily defended eastern entrance is an acknowledged source of danger, but the scheme submitted by the naval authorities consulted efficiently provided for this, as well as for rendering the harbour at all times and in all places perfectly safe for the smaller craft attached to the Fleet, while effectively guarding the position against any sudden or unforeseen attack, and thus enabling the full force of the Fleet to be made use of in active offensive operations elsewhere. The most useless and unsatisfactory role in which a British Fleet could be employed is that of merely defending positions; yet in face of the fact that the Russian fortress of Port Arthur is but seven steaming hours distant from Weihaiwei, this is the uncongenial task imposed upon the Fleet by the absolutely unprotected condition of the shore defences at the port.

The divergence of opinion shown with regard to the nature of the defence required is a crucial instance of the want of sympathy prevailing between the two great branches of the Services, the Army and Navy, the former holding that the shore defences required do not ordinarily extend beyond the capacity required for protecting the position from an attack by sea, the Navy itself being able to prevent the landing of a land force sufficiently powerful to undertake with any prospect of success a regular siege; while the engineer authorities consulted, with the professional predilections of their class, have been looking more to the ability of the port to undergo a regular siege from forces landed in numbers, during the absence or enforced inaction of the Fleet. The latter is an alternative that hardly forces itself on an unprejudiced mind. Were our fleet to be so hopelessly overmatched as to render it incapable of holding the sea, it is not easy to see any further advantage in keeping so remote a post as Weihaiwei. We have no possessions in North China to protect for their own sake; and without a Fleet to co-operate, the locking up of an Army, which the R.E. scheme would entail, would be little better than suicidal, and certainly utterly useless. The whole question of Weihaiwei resolved itself into the old question of Army against Navy; hitherto England has been content to base her predominance on the invincibility of her Navy, and as long as "Britain rules the waves" the position was an irrefragable one. Other Powers have of late been challenging Great Britain's naval supremacy, and as long as this position continues it has been found necessary to strengthen the Army, lest the country should find itself at some unexpected moment taken unaware. One thing is, however, certain, and that is that with her sole dependence on her Army it would be manifestly impossible for Great Britain to maintain her enormous interests in any quarter of the globe. The Navy, and not the Army, is in truth the source of England's power and influence; and once the Navy lost its paramount strength no Army that she could put into the field would ever be able to reinstate her in her former position. This is even more the case in the Far East than elsewhere; and it may be safely said that any attempt to hold Weihaiwei as a mere military position would result in disaster. This is, however, the view being urged upon the Government by its military, as opposed to its naval, advisers; and meanwhile a very considerable proportion of the China Fleet is being rendered useless for Imperial interests by the necessity of detaching the ships to protect the land defences of Weihaiwei.

A meeting of the Legislative Council is down for Monday next at 3 p.m.

The British sloop *Mutine* left yesterday for Singapore, and the German gunboat *Tiger* returned from firing practice.

Owing to the meeting of the Chamber of Commerce on the currency having been fixed for Wednesday next, the sale of horses advertised by Messrs. Hughes and Hough will take place on Tuesday.

The Rev. Dr. Pentecost is to lecture in the City Hall on Monday evening at 9.15 on "The Orient, the Anglo-Saxon, and Christianity." The Hon. F. H. May will take the chair, and the public are invited to attend. To-morrow morning Dr. Pentecost will occupy the pulpit at the Union Church.

By kind permission of Major Redcliff and Officers, the band of the 33rd Burma Infantry will play at the Hongkong Hotel to-night from 8 to 9.30. Programme:—
March..... "Second to None"..... Huene
Overture..... "Nell Gwynn"..... Gorham
Selection..... "A Banbury Girl"..... Caryl
Paraphrase..... "Lordley"..... Novak
Selection..... "Merrie England"..... Gorham
Waltz..... "Zamora"..... Godfrey
Extra..... "The Ballad of the Weaver"..... Balfe
Glee..... "God Save the King"..... Balfe

The French mail of the 12th ult. was delivered in London on the 12th inst.

Messrs. Butterfield and Swire were to take over the Chefoo agency of the Hongkong and Shanghai Bank from the beginning of this month.

Before Lieutenant Pezaro, who has been engaged at Southampton on the transport service, left for Hongkong, where he arrived yesterday by the *Bengal* to be chief in charge of supplies and barrack, he was presented with a purse of gold by the friends he has made during his service on Colonel Stroh's staff at Southampton.The local mandarins, says the *N.C. Daily News*, have received news from Peking to the following effect:—The Grand Council has received a telegram from a manning, Kwangtung province, stating that, despairing of suppressing the rebellion in that province and fearful of receiving the severe censure of the Throne for his inaction, Marshal Shu, Provincial Commander-in-Chief of Kwangsi, is reported to have committed suicide in his camp. It appeared also that a large body of his own personal troops have also gone over to the rebels; hence his despair.

According to a Calcutta telegram, Mr. Bain, a Cachar tea-planter, has been committed for trial by the Deputy Commissioner on a charge of culpable homicide for causing the death of a coolie on the 3rd December. It is alleged that the deceased absconded, and on being re-taken was, by Mr. Bain's order, bound to a post and beaten with a stirrup leather. The deceased dropped dead. A post-mortem on the following day attributed death to pleurisy. On a complaint a police enquiry was held, and the lady was exonerated, and the Civil Surgeon held another post-mortem. He found marks of beating and attributed death to shock. Mr. Bain, who was committed to the custody of the Sessions Judge, moved for bail. Meanwhile he was kept in a Silchar hotel, guarded by the Police.

In the estimates of the receipts and expenditure of the German Foreign Office for the financial year 1903 under the heading of "Embassies and Consulates" appears a sum of 36,300 marks (£1,815) for the transformation of the Consulate in Corea into a Legation. Corea is already represented in Germany by a Minister, and it therefore appears desirable that Germany should have diplomatic representation in Corea. Considerations of commercial policy point to the same conclusion. Among other details which have been published, the accounts of the China expedition put the amount of indemnity to be received by Germany from China during the financial year 1903, which begins on April 1, as £153,838 marks (roughly £570,000), together with arrears of interest to the amount of £84,436 marks (roughly £31,700), to be paid in monthly instalments.

The *N.C. Daily News* says in a leading article on the 7th ult.—In the Protocol of 1901, the Russian claim amounted to over 133,000,000 taels, or a little over one-third of the whole indemnity called for. Now it may well occur to the minds of all who ponder the indemnity question, why should not Russia forego a part, or even the whole, of her claim for money compensation, in lieu of the valuable possession she is acquiring in the ancestral home of the Manchu Rulers of China? In case the "lion" is not sufficient, because Manchu officials are still retained in Manchuria and Russian Protectors have not yet been openly declared, a revision might easily be made. . . . It would be entirely suitable for Russia to come forward to ease China's burdens, owing to special privileges granted to her in acquiring the three provinces beyond the Great Wall in Manchuria.It appears from American papers (which do their best to keep the Strong's free in the minds of the public) that "Putnam Bradley Strong and his wife, formerly May Yohé, and the latter's mother sailed away quietly on Jan. 6th from New York on the *Kaiser Wilhelm der Grosse* for Europe. Ultimately they will go to China and settle. The three were accompanied by a Japanese maid, Mrs. Strong's Japanese poodle, a parrot and several other household pets. They sailed under an assumed name, and at the time the steamer left her dock it was not known among the other passengers that they were aboard. It is understood that they will stay for a short time in Paris, after that travelling toward the East and visiting Australia and Japan. In China Captain Strong has business interests, and he will invest the money recently received by May Yohé from her former husband, Lord Francis Hope."

A most disquieting event, and one which attracts much attention in Holland, is the enormous increase of the Javanese population, which has now reached the figures of 28,000,000, being for the same surface about 25 per cent. more than that of the mother country. In many circles this great increase is considered as the cause of the economical decay in some districts of Java. This is partly confirmed, but on the other hand the means of production have not been developed in proportion. However, in recent years more attention has been given to this by the abolition of the farming system to check the luxury of the foreign Orientals, and further progress has been made by the projects undertaken for the establishment of agricultural credit-banks and by the practical instruction of agriculture, industry and cattle breeding. Irrigation has not been extended in proportion to the increase of the population, and much more is to be done in this direction. In the last few years the question of emigration to the other possessions or less populated districts in Java has also been considered more earnestly, and it is in the introduction on the most extensive scale of all these means that an improvement of the condition must be found.

The *Shanghai Mercury* of the 7th inst. says:—The run to cash the notes of the Imperial Bank of China continued without much abatement to-day, although we are glad to say that none of the disorderly scenes which were enacted yesterday were repeated. The crowds of Chinese on the Bund and in the Bank's compound were kept in perfect order by the police, who were under the personal charge of Captain Boisragon during the greater part of the day. Some of the Chinese are so panic-stricken that they are offering the Bank's notes at a large discount for silver. Yesterday one Chinaman made an open offer on the Bund of \$5,000 worth of the notes at 20 per cent. discount, but we have not heard that it was accepted. The Bank was paying out silver till 4 o'clock this afternoon, and it is estimated that three laks and a half at least must now have been handed out over the counters. The bank has still more than enough money in its treasury to redeem all its notes.

Sir Ernest Satow, H.B.M.'s Minister at Peking, arrived in London on the night of the 15th ult. from China, on leave.

The Rev. H. de Courcy Blakeney, Acting Chaplain to the Forces in South Africa, has been appointed English Chaplain at Bangkok.

From Seoul it is reported, on what appears to be good authority, that a contract has been concluded with a French manufacturer to import 10,000 rifles into Corea.

Violent dissensions are reported from North Corea between Romanist and other Christian converts. In fact, the case seems to be much the same as in part of China.

It was announced on the 13th ult. (Russian New Year's day), that passengers could now go through tickets from London to Port Arthur by way of the Siberian Railway.

H.R.H. the Crown Prince of Siam returned to Bangkok on the 19th ult. and received a great ovation. An address from the foreign representatives was presented to him next day.

Another European death from cholera is reported from Siam. Mr. M. Wegener, who has for some years been on the staff of the R.R.D. as bridge-builder, having succumbed to an attack of the disease.

In the Russian Budget statement prepared by M. Witte we note that the expenses of the Ministry of War in the Kwantung peninsula are estimated to decrease from 7,034,539 roubles to 5,835,821 roubles.

Three Japanese who were recently arrested in Tokyo on a charge of having forged Russian currency notes, were acquitted, on the ground that no provision of the Criminal Code was applicable to the charges!

Messrs. Carlowitz & Co. celebrated their taking over the business of Messrs. A. J. McGlew & Co. at Kobe and the establishment of a Japan branch by an entertainment at a famous Kobe tea-house.

As already intimated, the French squadron in the Far East is to be augmented by the armoured cruiser *Montcalm*, which was to leave Toulon on the 10th ult., and by the protected cruiser *Jurien de la Gravette*, which will follow as soon as she has completed her trials.

A Department of Practical Chinese has been established by the London University at South Kensington, with a City branch at Birkbeck Bank Chambers, Chancery Lane, under the direction of Mr. George Brown, late H. M. Consul, Kinkiang, with native assistants from Nanking University.

A marriage will shortly take place between Mr. L. A. M. Johnston, Postmaster-General at Hongkong, eldest son of the late Mr. William Johnston, M.P., of Ballykilbeg, and Emily Sophia, youngest daughter of the late Rev. Thomas J. Jones, formerly rector of Tullanis, County Tyrone, and Mrs. Jones, King's Castle, Ardglass.

The London *Gazette* notifies the appointment of Captain Sir J. Keane, Bart., R.A., to be Aide-de-Camp to Sir H. A. Blake, G.C.M.G., Governor and Commander-in-Chief of Hongkong and its Dependencies. It is also announced in the *Gazette* that the King has been pleased to approve of the appointment of Mr. Charles Stewart Sharp to be an unofficial member of the Executive Council of Hongkong.

The population of Christmas Island at the end of last year was about 900. There were 117 deaths during the year, corresponding to an annual death-rate of 128.35 per 1,000. Ninety-two deaths were certified as due to beriberi. These figures show a marked improvement on those for 1901, but are still very high. Beriberi has continued throughout the year. There was a slight epidemic in January and February with 17 deaths, and a severe one in August, September and October with 56 deaths.

The death is reported of Admiral E. C. Tennyson d'Eyncourt, C.B., on the 14th ult., after only one day's illness, the result of a chill. He was born in 1815, and was the second son of the Right Hon. Charles Tennyson d'Eyncourt, of Baynes Manor, County Lincoln, by marriage with Frances Mary, only child of the Rev. John Hutton, of Morton Hall, Lincoln. He entered the Royal Navy in 1828, served in China in 1840 and 1841, and served as Lieutenant of the *Caliph* during the operations against and the capture of Canton, and was wounded at the taking of the *Boca Tigris* fort. He was captain of the *Despatch* and the *Plymouth* during all the operations in the Baltic in 1854, 1855 and 1856, and he commanded a division of ships at the entrance to the Gulf of Finland in the retirement of the fleet in the winter of 1855. He retired from the Navy in 1870.It is good news, writes a home paper, to hear that the Australian Squadron is to be immediately strengthened, as for some time past it has been in a very unsatisfactory condition. At the present time the newly-appointed Commander of the Squadron, Admiral Fanshawe, finds himself without a single battleship on which to hoist his flag. The most powerful vessel in the squadron, at the present time, is the *Royal Arthur*, a first-class cruiser, built as long ago as 1891, and which has only a speed of eighteen knots. This vessel carries one nine-inch gun and beyond this, the largest weapon in the squadron is only a six-inch gun. Under these circumstances the squadron cannot be thoroughly overhauled, strengthened, and generally brought up-to-date too quickly.

An enterprising Chinese has kit-d up some bats in his own national style at Jalan Tras, Johore.

The small-pox scare still continues at Tientsin, the local doctors being very busy; but H.B.M. Consul-General, it is welcome to hear, has been out of danger for some time.

The following appears in the *Japan Gazette* of the 2nd instant:—From date, Mr. T. Cowen, a journalist well-known in Japan and the Far East, joins forces with the editorial staff of this paper.The Paris *Figaro* announces that the French Asiatic Committee is considering the establishment of a Franco-Chinese school in the capital of Szechuan, where it would prepare the way for the spread of French economic energy.Dr. Michaux, surgeon of the ss. *Loco*, died at sea between Singapore and Colombo, where he was buried. The deceased suffered from sciatica for which he used an injection of morphine. By mistake he injected atropine, which caused his death.*L'Opinion de Saigon* has two articles on the decline of the Messengers Maritimes, which it attributes mainly to two causes, the cost involved by carrying mails, and the lack of cargo business of the company, and expresses the hope that the action of the directors in adding 15,000,000 francs to the capital for the purpose of cargo trade will bring prosperity again to the Company.Missionary letters arriving from Shensi, says the *Shanghai Times*, indicate that General Tung Fu-hsing is practically immune from official interference in that province, and has been able to retain a military following so strong that the provincial authorities do not dare to molest him. The reports say that when the commander-in-chief of the province received orders to arrest Tung Fu-hsing hit upon the device of inviting him to a feast at which the arrest was to occur. Tung attended the feast, but took with him a large bodyguard.

A good deal of dissatisfaction exists at the present moment among the Post Office staff, which perhaps accounts for the invariable delays now in the delivery of mails. The reason is said to be the withdrawal of the former allowances made to the staff for each contract mail dealt with; this took place at the beginning of the present year. We hear of several impending resignations of the old hands. It is unnecessary to point out that the constant changes of staff have a prejudicial effect on the work of the Department, and that the public has to suffer.

A marriage will shortly take place between Mr. L. A. M. Johnston, Postmaster-General at Hongkong, eldest son of the late Mr. William Johnston, M.P., of Ballykilbeg, and Emily Sophia, youngest daughter of the late Rev. Thomas J. Jones, formerly rector of Tullanis, County Tyrone

HONGKONG JOCKEY CLUB
RACE MEETING.

OFF DAY.

To-day's programme is as follows:—
The Cosmopolitan Stakes; a sweepstakes of \$10 each with \$40 added; second to receive \$150; and third \$50; for all wagers entered at and which have run at this Meeting; weight for inches per scale; winners of any race except the Encouragement, Racing or Phaethon Stakes 10 lbs extra; winners of Encouragement, Racing or Phaethon Stakes 5 lbs extra; penalties accumulative. Hongkong wagers griffins allowed 8 lbs. Hongkong wagers which have never won a race at time of starting allowed 5 lbs; winners of the Hongkong Derby and/or Wager Champion Stakes barred. From the two-mile post once round and in. The "King" Cup: presented; for all beaten China ponies; weight for inches; old ponies to carry 7 lbs. extra; subscription griffins allowed 3 lbs; unplaced ponies allowed 3 lbs; entrance \$10, to go to second pony. Three quarters of a mile.

The "Cheesai" Cup: value \$250, presented; for all beaten waler griffins; weight for inches per scale; placed ponies to carry 5 lbs.; unplaced ponies allowed 5 lbs; entrance \$10, to go to second pony. Five furlongs.

The LUCKY Cup: presented; sweepstakes for all wagers; weight 11st; winners of previous jump races 10 lbs extra; horses over 14.3 to carry 2 lbs per quarter of an inch extra; cup to go to rider; twice round and in from Grand Stand entrance \$10, to go to second pony.

The BRILLIANT Cup: for all beaten waler griffins at this Meeting; weight for inches as per scale; a pony that has run second in any race to carry 5 lbs extra; third in any race 3 lbs extra; unplaced ponies allowed 3 lbs; entrance \$10, to go to second pony. Once round.

The VISITORS' Cup: value \$300, presented; for China ponies, that have run at the Meeting and not won a race; weight for inches as per scale; old ponies to carry 7 lbs extra; subscription on griffins allowed 3 lbs; unplaced ponies allowed 5 lbs; entrance \$10, to go to second pony. One mile.

MACAO.
[FROM OUR CORRESPONDENT.]

Macao, 11th February.

CURRENT EVENTS.

After the excitement of the Chinese New Year's season, which is the liveliest time of the year in Macao, we have settled down to quiet times there over; and although the steamboat service has been so far improved that there are, now four fast boats playing between Macao and Hongkong, we have not observed any increase in the number of visitors; indeed it is unlikely that a demand can be created for so large a service. Nor do the Hongkong races attract visitors from this port; for, in fact, there is no surplus capital here desirous of being attracted by the excitements of the week in Hongkong. However, it must be said that there are faint signs of fresh life here; there is certainly more demand for land round Macao than in recent times, and a considerable amount of building is in progress; moreover, the plans for the coming brewery are arranged, and a site has been secured to the east of the town beneath the Quia Hill. It may confidently be expected that the stimulating effects of a good brew of local beer, at moderate price, will give a new lease of life to the waning energies of the citizens of Macao; it ought certainly to provide a welcome addition to the wine-list of the garrison.

Among impending departures for the summer may be mentioned that of Dr. Lello, the Colonial Secretary, formerly Acting Governor, who goes away on the 16th inst., upon a six months' leave. The Bishop is expected to arrive in a few weeks.

THE "ZAIKE."

It has happily transpired that the misfortunes of the gunboat Zaire were not nearly so serious as was supposed from the first message, and she was ultimately able to proceed from Ponang to her destination in Goo: her sister ship, the Dian, is at present the only gunboat in the harbour.

CHURCH SERVICES.

S. JOHN'S CATHEDRAL.

Sexagesima Sunday, 15th February.

Matins (11 a.m.).

Responses, Tallis; Venit; Stainer; Psalms, Cooke, Woodward and Dupuis; Te Deum, Lawes, Cooke and Hopkins; Benedicte, Dr. Cambridge in E (12th M.); Hymns, 283 and 290; Kyrie, Garrett in D flat; Offertory Hymn, 172; Evensong (5.45 p.m.).

Responses, Tallis; Psalms, Oakley; Magnificat, Hawe in E (13th E.); Nunc Dimittis, Foster in E (6th M.); Hymns, 193, 286 and 186; Vesper Hymn, Steane.

S. PETER'S CHURCH.

(Corner of Des Voeux Road West and Western Street.)

Matins (11 a.m.).

Hymns, 552, 487, 13, and 551; Holy Communion—12.20.

Evensong (6.30 p.m.).

Hymns, 545, 518, 14, and 547. The Mission launch *Dayspring* will visit the ships between 9.15 and 10.30 a.m. and between 5.15 and 6 p.m. (Kowloon Police Pier at 10.30 and 6) to bring friends ashore to the services; returning afterwards. The "Answering Pennant" is the call flag. All the sittings are free and unappropriated. Strangers welcome.

GOSPEL HALL.

6, Arsenal Street, Top Floor, off Queen's Road. Meetings are held as follows:—Sunday—Acts 2, 4, 11 a.m.; Gospel Address, 6 p.m. Tuesday—Soldiers and Sailors' Bible Class. Thursday—General Bible Class, 6 p.m. Saturday—Prayer Meeting, 6 p.m.

SUPREME COURT.

Friday, 13th February.

IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND COMR. EDWARD B. KIDDLE, H.M.S. "ALBION" (ASSESSOR).

CHU LEUNG v. S.S. "HOHO".

His Lordship delivered judgment in the case in which Chu Leung, alias Ku Kwong, Chu Sing Un, sued the ss. *Hoho* for damages in respect of the collision which occurred between the *Hoho* and the stern-wheel paddle junk *Wo Li* on 7th March, 1902, in the Canton River, on which occasion about 50 persons were drowned.

Mr. E. H. Sharp, K.C. (instructed by Mr. Piget Hett of Messrs. Mouney and Bruton, solicitors), was counsel for the plaintiff; and Mr. M. W. Shude, barrister-at-law (instructed by Mr. C. E. H. Beavis of Messrs. Wilkinson and Grist, solicitors) was for the defendant.

His Lordship in delivering judgment said:—This case was heard on the 5th, 6th and 7th of February, 1903. On the morning of the 7th March, 1902, about 5.20 or 5.25 a.m., a collision occurred near the western extremity of Sepoy Island in the Tai Mei branch of the Canton River, between the stern-wheel paddle junk *Wo Li* and the steamship *Hoho*. At the time of the collision the junk had a cargo on board worth, according to the plaintiff, some \$16,000 or \$17,000 and a large number of passengers. The collision does not appear to have been a violent one, but it caused the junk to go over right on to the side with the sail in the water, and, although the *Hoho*, after the collision, stayed and rescued many of the passengers, unfortunately many lives were lost as well as the cargo and the junk. Much of the loss of life is owing to the fact that many Chinese passengers were locked up in the cabin as a precaution against piracy. In these circumstances the plaintiff says for damages, alleging the collision to have been caused solely by the negligence of those navigating the steamer. It appears that the junk was propelled by three rows of coolies who facing the stern held on to the stern and caused the paddles to revolve by stepping on treads connected with machinery moving the wheel. The junk, which had been between Shunam and Canton, had left Shunam the previous day, and, soon after 5 a.m. or the morning of the 7th March, 1902, passed the Tai Mei light, taking a course between the light and the land and having the light on the starboard side. Then after rounding the point of land she proceeded in a direction somewhat north of north-west, having Sepoy Island on the starboard side and making towards the northern bank of the Tai Mei branch of the river, which leads to Canton. The *Hoho*, a steamer of some 600 tons of which George Augustus Paxton was the master, left Hongkong for Canton on 6th March. About 11.15 p.m. she anchored off Taipo, leaving again about 3.30 a.m. on the 7th. After passing the *Li Shuk* barrier she slowed her engines to half-speed. The tide was running down about two knots an hour or little more, and after slowing down she was going somewhere about four knots an hour over the ground. She also passed the Tai Mei light but on her outside, that is to say, having the light on her port side, and then headed in what may roughly be called a north-westerly direction, that is to say, towards the *Li Shuk* barrier. The tide was going four knots an hour would cover that distance in about four minutes and a half; and, assuming that her engines were stopped for the last two minutes and finally reversed so that she was almost stationary, at the moment of collision, six minutes might well be a rough estimate of the time she would take to traverse the 60 yards. It is clear that the steamer's stem struck the junk either on her starboard quarter or more probably on her starboard side, quite close to the stern. This impact, coupled with the action of the tide, was quite sufficient to turn her over on to her port side, although the steamer was not damaged in any way. It seems also clear that if those navigating the steamer had stopped the engines immediately the warning "Cross bow, have got something ahead" was given, or had starboarded the helm as soon as the junk was seen, the collision might have been averted. It was stated in evidence that the breadth of the junk was about 13 feet. The steamer was the overtaking vessel and going through the water quite twice as fast as the junk; *prima facie*, it was her duty to keep out of the way. The engines were not reversed till the pilot saw the sail and made out it was a junk, and that, according to his evidence, when the junk was forty or fifty yards off, he saw it was going towards Sepoy Island on her way to Canton. It is obvious that the course taken by the junk and the steamer would bring them close together. The junk was making about two knots an hour over the ground and the steamer was going about twice as fast, or a trifle more. There was very little wind, and what there seems to have been north-east, and what the junk was was not of much use in accelerating the progress, though it was fully up. There was some conflict of evidence as to whether dawn had begun. It is clear, however, from the evidence put in from the Hongkong Observatory that the sun rose on the morning of 7th March, 1902, at 6.17; and, after carefully considering the evidence I find as a fact that the collision occurred not later than 5.25 and that it was quite dark at the time. It was alleged on the part of the junk that she had a round lantern at the masthead, similar to the one produced in Court, and that it may roughly be called a north-westerly direction, that is to say, towards the *Li Shuk* barrier. The lantern was very little wind, and what the junk was was not of much use in accelerating the progress, though it was fully up. There was some conflict of evidence as to whether dawn had begun. It is clear, however, from the evidence put in from the Hongkong Observatory that the sun rose on the morning of 7th March, 1902, at 6.17; and, after carefully considering the evidence I find as a fact that the collision occurred not later than 5.25 and that it was quite dark at the time. It was alleged on the part of the junk that she had a round lantern at the masthead, similar to the one produced in Court, and that it may roughly be called a north-westerly direction, that is to say, towards the *Li Shuk* barrier. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters to THE MANAGER.

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Hongkong, 14th February, 1903. [525]

FOR SHANGHAI, YOKOHAMA
AND KOBE.

THE N.D.L. Steamship

"BAMBERG."

Captain Kirchner, will be despatched for the above ports to-day, the 14th inst., at Noon. For Freight, apply to

HAMBURG-AMERIKAN LINE,
Hongkong Office.
Hongkong, 13th February, 1903. [518]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above port to-morrow, the 15th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 14th February, 1903. [323]

OCEAN STEAMSHIP COMPANY,
LIMITED.

CONSIGNEES per Company's Steamer

"MACHAON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 21st instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 13th February, 1903. [10]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"

FROM BOMBAY, COLOMBO AND
STRaits.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns a Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. Ocean.

From Persian Gulf, ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before

2 P.M. To-day, 13th inst.

Goods not cleared by the 20th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

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From Persian Gulf, ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

2 P.M. To-day, 13th inst.

Goods not cleared by the 20th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

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This vessel brings on Cargo—

From London, &c., ex s.s. Ocean.

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work
FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

CHEONG LEE & CO., Furniture Store
Established over 20 years. Importers and
Exporters. Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade,
best and cheapest. 8, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers. 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Illinois

PHOTOGRAPHER

M. MUMBYA, JAPANESE ARTIST.
Bromide and Croyon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

PRINTING

DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants. Sole Agents for
Hartmann Ralston's Gasoline Com-
position Red Head Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants. Sail-
makers &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MORE & SEIMUND,
43 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners Composition ("Grey-
hound Brand") and Blundells
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

NOTICE OF REMOVAL

WANG HING,
JEWELLER,
has REMOVED in the 11th FEBRUARY to
No. 14, QUEEN'S ROAD CENTRAL
(opposite Messrs. KELLY & WALSH).
Hongkong, 9th February, 1903. 1472

THE TANJONG PAGAR DOCK
COMPANY, LIMITED,
SINGAPORE.

TO CONTRACTORS.

THE TANJONG PAGAR DOCK COMPANY,
LIMITED, Singapore, is prepared to
receive TENDERS for the Construction or
Completion of a NEW GRAVING DOCK at
Keppel Harbour in Singapore, of the following
dimensions viz.—

Length 400 feet.
Width at entrance, at sill level 56 "

Depth on sill below H.W.O.S.T. 20 "
as shown in the Drawings and described in
the Specification.

Specification and Plans of the proposed
Dock may be seen at the Offices of the Com-
pany in Singapore.

The Company does not bind itself to accept
the lowest or any Tender.

Tenders shall be for a cost payable in
Singapore, in Singapore currency.

Sealed Tenders addressed to the under-
signed, will be received up to the 28th day of
February, 1903.

By Order of the Directors,
W. G. NIVEN,
Secretary.
The Tanjong Pagar Dock
Company, Limited,
Singapore, 21st November, 1902. 1378

CARBOLINEUM-AVENARIUS
USED FOR OVER 25 YEARS.



Throughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

LUTGENS, EINSTMANN & CO.,
Sole Agents for China.
Hongkong, 1st July, 1902. 134

PERSEVERANCE LODGE OF HONG-
KONG, No. 1165, E.C.

A REGULAR LODGE will be held at the
FREE-MASONS' HALL, on MON-
DAY, the 16th instant, at 5 for 5.30 P.M.
precisely. Visiting Brethren are cordially
invited to attend.

Hongkong, 12th February, 1903. 1503

COLD STORAGE

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sundays
excepted, to receive and deliver perishable goods
Wm. PARLAME, Manager.

Hongkong, 18th November, 1901. 165

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction,
MONDAY,

the 16th FEBRUARY, 1903, at 3 P.M., at
"ONARA, the Residence of Staff-Surgeon
CANTON, H.N."

A QUANTITY OF
HOUSEHOLD FURNITURE
(full particulars from Catalogue).
On view from Saturday, the 14th inst.
Terms—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 12th February, 1903. 506

PONIES!! PONIES!! PONIES!!

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction,
TUESDAY,

the 17th inst, at 3 P.M., near the Fountain,
opposite the City Hall.

SEVERAL RACE HORSES AND
PONIES (including many favourites at the
Race Meeting).

Particulars as per Catalogues, which will be
issued the morning of the Sale.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 10th February, 1903. 483

PUBLIC AUCTION

OF
VALUABLE LEASEHOLD
PROPERTY

Known as No. 50, Elgin Street, Victoria,
Hongkong,
to be sold by order of the Mortgagors
in One Lot.

WEDNESDAY,

the 18th FEBRUARY, 1903, at 3 P.M., at his
Auction Rooms, Duddell Street,
by Mr. GEO. P. LAMMERT, Auctioneer.

THE Property consists of the Piece of
Ground registered in the Land-Office as
Lot No. 1292 with the Buildings thereon
known as No. 50, Elgin Street.

The Property is held from the Crown for the
residue of the term of 999 years granted by a
Crown Lease dated the 1st day of September,
1892.

For further Particulars and Conditions of
Sale apply to:

EWENS & HARSTON, Solicitors,

Mr. GEO. P. LAMMERT, Auctioneer.

Hongkong, 10th February, 1903. 483

CLARKE'S B. 41 PILLS

are warranted to cure, in either sex, all acquired or
constitutional Discharges from the Urinary
Organs, Gravel, and Pains in the Back, Fre-
from Mercury. Established upwards of 30
years. In Boxes 4s. 6d. each, of all Chemists
and Patent Medicine Vendors throughout the
World. PROPRIETORS, THE LINCOLN AND MID-
LAND COUNTIES DRUG COMPANY, Lincoln,
England.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1903.

TO-DAY SATURDAY (OFF-DAY),
14th FEBRUARY.

TICKETS OF ADMISSION to the GRAND
STAND and ENCLOSURE may be
obtained from MESSRS. KELLY & WALSH, LTD.,
or at the Gate.

Tickets for the Off-Day, 82.

No one admitted without a Ticket to be
shown to the Ticket Inspector at the Gate.

J. GRANT,
Secretary.

Hongkong, 4th February, 1903. 418

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of
the presence of the LADIES at the
GRAND STAND and ENCLOSURE during
the Races on the 14th instant.

An Enclosure will be reserved for Members
and Members' Wives and Families, Tickets for
which are being sent out with the Members' Tickets.

All Tickets must be produced to gain
admission.

J. GRANT,
Secretary.

Hongkong, 4th February, 1903. 418

HONGKONG JOCKEY CLUB.

NOTICE TO MEMBERS.

A ONE DAY'S RACE MEETING will be
held early in APRIL next, provided
sufficient entries are received.

Particulars and Conditions as to Programme
will appear later.

By Order,

A. S. ANTON,
Acting Clerk of the Course.

Hongkong, 24th January, 1903. 337

MUSIC COPYING.

THE Undersigned will be glad to receive
further Orders for MANUSCRIPT
MUSIC, neatly and correctly executed within
a reasonable time and price.

The copying will be made facsimile from
the originals, as far as possible.

Transposing into any key can also be done.
Apply by letter to—

A. M. C. S.,
Care of Daily Press Office.

Hongkong, 6th February, 1903. 443

to prevent Mosquito bites.

CALVERT'S
20 per cent.

Carbolic Soap.

A delightful soap for toilet purposes.
Most useful to prevent cuts, insect bites
or stings, itch, piles, ringworm, etc.

F. C. CALVERT & CO., Manchester, Eng.

[ALL RIGHTS RESERVED.]

CHRIS OF ALL-SORTS,

BY
S. BARING-GOULD,

Author of "McHatch," "John Herring," etc.

CHAPTER XIII.

IN BULAWAYO PLACE.

All is misery.

And everything is left at six and seven.

Richard H., etc., &c., &c.

"But it does not answer the purpose for
which it was instituted, which was, I assume,
the curing of the consumptive and not the
maintenance of doctors and nurses and other
officials, and feeding them as well on the fat of
the land."

"What public institution does correspond
with the purpose for which it was founded?"

"Look at some of our missionary societies. A
secretary cannot do the correspondence under
a thousand a year, and the under-secretaries and
organising secretaries, who throw the net and draw
it through England, derive their hundreds of pounds out of the society. It is
but the crumbs that fall from their well-spread
table, that goes to the missions abroad."

"These institutions should be overhauled,
and started on a sounder principle."

"My dear Chris. There are but two masters
in this world. If a work of charity is not under-
taken for the love of God, it must be done for
the sake of a salary. The pity of it is, that
where a penny is given to one, where the workers
are not paid, and all is done out of devotion
and pure zeal, to the other is given a sovereign."

Christina remained silent. The master was beyond
her. Presently she said:—"To come to your-
self, Martha, what really ails you?"

"General debility, and weakness of the spine.

I have to suck steel through a straw so as not
to blacken my teeth, and to lie on my back half

the day."

"You ought to go into the country. That
would broaden you up. I am certain that Aunt
Laura would take you. Now that I am in town
with Lady Barbara, she is without anyone, and
she will welcome you."

"I cannot go now. I have my duties here."

"What duties?"

"To these wild girls. I have their club to
manage. The work must be carried on. In
the summer we close it, and then I am free and
will take my holiday."

"But you will be killed before the summer
comes. Get some one else to undertake the
task for you."

"That is more easily suggested than accom-
plished. One of your West End ladies volun-
teered to help, and she came on a certain evening,
and told the girls that they ought to be very
grateful to me for what I did for them."

"And so they ought to be."

"They should not be told so. They suppose
that they run the club with their ha'pence, and
that they must be allowed to think. Actually
it costs a little struggle to get it going, and
that entails one of the only disagreeables con-
nected with it—begging. You see—it is not a
public institution, with patrons and advertised,
carried on by a committee, and issuing reports.
Then another lady asked to see the work and
help, but stipulated that she should not be
brought into contact with the girls. That sufficed. No—there are plenty to gush over
the set condition of the East End, and London
over the water, but few to lend a helping hand
to effect a remedy. I recollect reading a
passage in the Greville Memoirs, in which the
writer put down his incubations over the
brutalised and immoral condition of the poor in
these parts, and the evil he groans by leaps and
bounds since then. Nothing was done in over
half a century to remedy the mischief, only now
are men and women waking to the responsi-
bility. But if we are to step between the living
and the dead and stay the plague, it is not be-
with the censor, and not the money box."

"But the schools affect much."

"They sharpen the wits, but do nothing for
the conscience. You see, a result in Cecil,
Browne's brother. We have to instill into the
minds of the girls self-respect."

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k.*, nearest Hongkong *h.*, midway between Hongkong and Kowloon *m.*, and those vessels berthed at the Kowloon Wharf *kw.*, together with the number denoting the section *SECTIONS.*

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

INATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str.	—	C. D. Bonnett, E.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON	PROMETHEUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 17th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	W. Hayward	P. & O. S. N. Co.	On 18th inst., at Noon.
LONDON & ANTWERP, VIA GENOA	GLENGYLE	Brit. str.	—	T. Dark, E.N.R.	MCBREGG BROS. & GOW	On 25th inst.
LONDON	DIONE	Brit. str.	—		BUTTERFIELD & SWIRE	On 3rd March.
LONDON	MACHAON	Brit. str.	—		BUTTERFIELD & SWIRE	On 17th March.
LONDON	GLAUCUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 31st March.
LONDON	PINGUEVY	Brit. str.	—		BUTTERFIELD & SWIRE	On 14th April.
LIVERPOOL	DARDANUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 21st inst.
LIVERPOOL	KINTUCK	Brit. str.	—		BUTTERFIELD & SWIRE	On 20th March
MARSEILLES, LONDON & ANTWERP V. S'PORE, &c.	SANUKI MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	OCEANIEN	Fren. str.	—		MESSAGERIES MARITIMES	On 23rd inst., at 1 P.M.
MARSEILLES, &c., ANTWERP	PYRHUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst., at Noon.
BREMEN, VIA PORTS OF CALL	STUTTGART	Ger. str.	—	P. Grisch	MELCHERS & CO.	On 15th inst.
HAMBURG, Bremen & HAMBURG	WURZBURG	Ger. str.	—	v. Dünzer	HAMBURG-AMERIKA LINIE	On 26th inst.
HAMBURG & HAMBURG	C. FRED. LAEISZ	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 10th March.
HAMBURG & HAMBURG	ANDALUSIA	Ger. str.	—	Kirchner	HAMBURG-AMERIKA LINIE	On 24th Mar.
HAMBURG	KONIGSBERG	Ger. str.	—	von Doehren	HAMBURG-AMERIKA LINIE	On 24th Mar.
HAMBURG	SAMIA	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 7th April.
HAMBURG	KOEEA	Ans. str.	—	Schmidt	MELCHERS & CO.	On or about 24th inst.
AUSTRIA	ACHILL'S	Brit. str.	—	Coll-dani	SANDER, WIELER & CO.	On 17th inst., p.m.
GIBRALTAR	SHIMONA	Brit. str.	—	D. Morris	SHewan, TOME & CO.	On 19th inst.
ARAB	ARAB	Dan. str.	—	Gow	DOWDELL & CO., LTD.	About 28th inst.
TAZAR	EMPEROR OF JAPAN	Brit. str.	2 m.		ARNHOLD, KARBERG & CO.	On 17th inst., at Noon.
TAZAR	ACHILL'S	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 25th inst.
EMPIRE	SHIMONA	Ans. str.	—		CANADIAN PACIFIC R. CO.	On 11th March, at Noon.
NIPPON	SHIMONA	Brit. str.	—		BUTTERFIELD & SWIRE	On 21st inst.
CANDIA	SHIMONA	Brit. str.	—		BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
BOMBAY MARU	SHIMONA	Jap. str.	—		BUTTERFIELD & SWIRE	On 25th inst.
PEELA	SHIMONA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 16th inst.
INADA MARU	SHIMONA	Jap. str.	—		BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
KUMANO MARU	SHIMONA	Jap. str.	—		BUTTERFIELD & SWIRE	On 27th inst., at Noon.
NANCHANG	SHIMONA	Brit. str.	—		BUTTERFIELD & SWIRE	On 20th inst.
WOOING	SHIMONA	Brit. str.	—		BUTTERFIELD & SWIRE	To-day.
BAMBINO	SHIMONA	Ger. str.	—		HAMBURG-AMERIKA LINIE	To-day, at Noon.
PAOING	SHIMONA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th inst.
VALETTA	SHIMONA	Brit. str.	—		BUTTERFIELD & SWIRE	About 28th inst.
DAIJIN MARU	SHIMONA	Jap. str.	1 m.		P. & O. S. N. Co.	To-morrow.
MAIDZURU MARU	SHIMONA	Jap. str.	1 m.	T. Saito	OSAKA SHOSEN KAISHA	On 18th inst.
THALES	SHIMONA	Brit. str.	2 h.	Robson	OSAKA SHOSEN KAISHA	To-morrow, at Daylight.
KAIFONG	SHIMONA	Brit. str.	2 m.		Douglas Lapeyre & CO.	To-day.
ROHILIA MARU	SHIMONA	Jap. str.	2 m.		BUTTERFIELD & SWIRE	To-day, at Noon.
THINAN	SHIMONA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 16th inst.
ZAILO	SHIMONA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst., at Noon.
RUBI	SHIMONA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 27th inst., at Noon.
CAPRI	SHIMONA	Jap. str.	2 m.		BUTTERFIELD & SWIRE	To-day, at Noon.
KAGOSHIMA MARU	SHIMONA	Jap. str.	—		NIPPON YUSEN KAISHA	On 24th inst., at Noon.

SHIPPING.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

ARRIVALS.
Feb. 12. DEUTSCHER, German steamer, 1,000, F. Fisher, Saigon 7th Feb., Rice.—SIEGMESSEN & Co.

Feb. 13. AILSA CRAIG, British str., 2,166, A. D. Mcd. Ketchington 8th Feb., Coal.—MITSUBUSSAN KAISHA.

Feb. 13. ANNA, Norwegian str., Olsen, Helle 6th Feb., Wine.—MELCHERS & Co.

Feb. 13. BAMBINO, German str., 2,050, H. Kuehne, Bremen 15th Dec., General—HAMBURG-AMERIKA LINIE.

Feb. 13. BENGAL, British str., 2,751, A. L. Valentine, Bombay 28th Jan. and Singapore 8th Feb., Mail and General.—P. & O. S. N. Co.

Feb. 13. COROMANDEL, British str., 2,783, C. D. Bennett, 10th February, Mails and General.—P. & O. S. N. Co.

Feb. 13. COROMANDEL, British str., 2,783, C. D. Bennett, Shanghai 10th February, Mails and General.—P. & O. S. N. Co.

Feb. 13. HANVANG, British str., from Canton.

Feb. 13. HINSONG, British str., 1,533, Sawyer, Saigon 2nd Feb., Suez.—JARDINE, MATTHESON & Co.

Feb. 13. HONGKONG, French str., 750, J. Pauier, Haiphong and Hoihoi 12th Feb., General and Pigta.—A. R. MARTY.

Feb. 13. HONGKONG, British str., 2,555, W. Dawson, Straits 6th Feb., General—CHINESE.

Feb. 13. LENNOX, British str., 2,362, Wynn, New York 11th Dec., Kerosene.—DODWELL & Co., Ltd.

Feb. 13. MACHAON, British str., 4,276, G. W. Long, Singapore 7th Feb., General—BUTTERFIELD & SWIRE.

Feb. 13. MUSKER, Norwegian str., 889, J. Kristiansen, Amoy 11th Feb., Balikpapan—NEW GUINEA CONSULT.

Feb. 13. PAICHONG, German steamer, 828, E. Wehling, Saigon 8th February, Rice.—MEYER & Co.

Feb. 13. TRITON, German str., 1,030, Clausen, Saigon 8th Feb., Rice.—STEIBES & Co.

Feb. 13. THALES, British str., 820, A. J. Robson, Swan 12th Feb., General—DOUGLAS L. PRAK & Co.

Feb. 13. TIGER, German gundon, from Canton.

Feb. 13. THIWA, German str., 1,004, O. Koch, Bangkok 4th Feb., Rice.—BUTTERFIELD & SWIRE.

Feb. 13. WURZBURG, German str., 5,085, F. von Baez, Shanghai 10th Feb., General—HAMBURG-AMERIKA LINIE.

Feb. 13. YOCHOU, British str., from Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

3rd February.

Chelyda, British str., for Saigon.

Herrick, British str., for Suez.

Kamakura Maru, Japanese str., for Kobe.

Kouki, British str., for Manila.

Themis, Norwegian str., for Shanghai.

DEPARTURES.

13th February.

Chelyda, British str., for Saigon.

Herrick, British str., for Coast Ports.

Kamakura Maru, Japanese str., for Kobe.

Loongshun, German str., for Canton.

Luongsa, G. British str., for Manila.

Luut, British str., for Singapore.

Luui, British str., for Manila.

Themis, Norwegian str., for Shanghai.

VESSELS IN DOCK.

6th February.

ABERDEEN DOCKS.—Nanhai, Tug.

K. W. WANG & CO.—H. G. M. S. Iltis, Knoblauch, Vigilante, Heinrich Mauzel, Company of Philippines, Sherman, Honan, Sanyang, Seward, Chien Tiao, Hohien.

COSMOPOLITAN DOCK.—Hawke.

SHIPPING REPORTS.

The British steamer *Thales*, from Swatow 12th Feb., had light N.E. wind, smooth sea and fine, clear weather. Vessel in Swatow.—Duanar.

The German steamer *Taichow*, from Saigon 8th Feb., had strong N.E. breeze coming out, and later fine weather with easterly breeze; coming in port strong northerly breeze.

DAILY Departure from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2.30 P.M., Sunday included.

1st Class fare (including cabin and servant).

8s; return ticket, 5s.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Superior cabin accommodation.

Worl in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to—

SAM WANG & CO., LTD.

81 Queen Road Central, Hongkong, 10th February, 1903.

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THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent, Pedder Street.

6 J.

VESSELS ADVERTISED AS LOADING.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th February.
GLASGOW and LIVERPOOL	"NESTOR"	On 20th February.
GLASGOW and LIVERPOOL	"KINTUCK"	On 25th February.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 6th March.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 11th March.
GLASGOW and LIVERPOOL	"OANFA"	On 21st March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"PROMETHEUS"	On 17th February.
LONDON VIA GENOA	"DIOMED"	On 3rd March.
LONDON	"MACHAON"	On 17th March.
LONDON	"GLAUCUS"	On 31st March.
LONDON	"PINGSUEY"	On 1st April.

LIVERPOOL BERTH.

LIVERPOOL	(Taking Cargo at London Rates.)	"DAEDALUS"	On 21st February.
LIVERPOOL	"KINTUCK"		On 20th March.

CONTINENTAL BERTH.

MARSEILLES and ANTWERP	"PYRRHUS"	On 28th February.
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TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA	"ACHILLES"	On 21st February.

The S.S. "MACHAON" has arrived, and leaves for Shanghai to-day.
The S.S. "PROMETHEUS" left Shanghai on the 13th inst. a.m., and is due here on the 16th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th February, 1903.

[10.12]

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 14th February.
CEBU and ILOILO	"KAIFONG"	On 14th February.
MANILA	"TSINAN"	On 16th February.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 16th February.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

See Special Advertisement.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th February, 1903.

[11]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via MOJI, KOBE PORTLAND, OREGON
AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

"INDRAVILLA" 4,899 A. E. Hollingsworth February 28, 1903

"INDRASAMHA" 5,197 R. F. Craven March 16, 1903

"INDRAVELI" 4,899 W. E. Craven April 16, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th February, 1903.

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REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Large and Fastest Steamers on the route. Excellent Accommodation. Cuisines Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship Captain Tons Sailing Date.

ROHILLA MARU E. P. Bishop 3,863 Saturday, 14th February, at Noon.

ROSETTA MARU N. Tate 3,876 Thursday, 19th February, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 12th February, 1903.

K. NAKASHIMA, Manager.

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AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE DIRECT, Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and AFRICAN PORTS).

THE Company's Steamship

"AUSTRIA,"

Captain Colledani, will be despatched as above

TUESDAY, the 17th February, P.M.

The Steamer has capital accommodation for Passengers. Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes' Building.

Hongkong, 10th February, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, via GENOA.

THE Steamship

"GLENGLYME,"

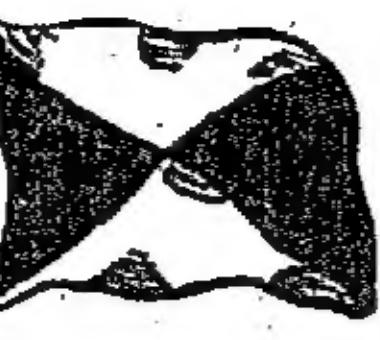
Captain T. Darke, R.N.R., will be despatched as above on WEDNESDAY, the 25th inst.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 5th February, 1903.

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HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2,540	R. Rodger	Manila Direct.	On 20th Feb., at Noon.
RUBI	2,540	R. W. Almond	Manila Direct.	On 27th Feb., at Noon.
DIAMANTE	1,980	A. H. Notley		
PERLA	1,980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 14th February, 1903.

M. S. DOLLAR STEAMSHIP COMPANY.

FOR SAN FRANCISCO.
THE Company's Steamship

"ARAB," Captain Gow, will be despatched as above on TUESDAY, the 17th inst., at Noon.

This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

ARNOLD, KAKBERG & CO., Agents.

Hongkong, 12th February, 1903.

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AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"GIBRALTAR," Captain D. Morris, will be despatched for the above ports on TUESDAY, the 19th inst.

For Freight apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 9th February, 1903.

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COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAISE.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 23rd February, at 1 P.M., the Company's Steamship "OCEANIAN," Captain Guignes, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the a.s. "australian," which vessel takes on her Passengers and Mails, leaving that port on the 7th M. rch, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 22nd February. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. de CHAMPEAUX, Agent.

Hongkong, 11th February, 1903.

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THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Russian Steamer

POST OFFICE NOTICES.

The Korea, with the American Mail, left Yokohama on Sunday, the 8th inst., at daylight, and may be expected here to-morrow.

MAILS WILL CLOSE.

FOR	PER	DATE
Canton	Power	Saturday, 14th, 7.30 A.M.
Haiphong	Fridays	Saturday, 14th, 9.00 A.M.
Bangkok	Macau	Saturday, 14th, 10.00 A.M.
Shanghai, Yokohama and Kobe	Haiberg	Saturday, 14th, 10.00 A.M.
Manila	Robilla Maru	Saturday, 14th, 10.00 A.M.
Singapore, Penang and Bombay	Woosong	Saturday, 14th, 10.00 A.M.
Cebu and Manila	Capri	Saturday, 14th, 10.00 A.M.
Europe, etc., India via Tucicorin	Kaifong	Saturday, 14th, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Printed matter and samples 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)	Cormandel	Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Macau	Heungshan	Letters 11.00 A.M.
Kobe	Perla	Saturday, 14th, 1.15 P.M.
Singapore	Wurzburg	Saturday, 14th, 3.00 P.M.
Swatow	Thales	Saturday, 14th, 5.00 P.M.
Nambo	Tan Shing	Saturday, 14th, 5.00 P.M.
Swatow, Amoy and Tamsui	Daijin Maru	Sunday, 15th, 9.00 A.M.
Kamehak and Samshui	Taikong	Sunday, 15th, 9.00 A.M.
Canion	Honan	Sunday, 15th, 9.00 A.M.
Mantao	Tao Shing	Sunday, 15th, 9.00 A.M.
Manila, Fort Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Taiwan	Monday, 16th, 3.00 P.M.
Europe, etc., India via Tucicorin	Austria	Tuesday, 17th, Printed matter and samples 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Prating	Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, etc., India via Tucicorin	Stuttgart	Letters 11.00 A.M.

TO-DAY.

Ordinary Half yearly Meeting of Hongkong & Shanghai Banking Corporation, City Hall, noon. Hongkong Races, off day. Pollard's Lilliputian Opera Co., Theatre Royal, 8 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

13th February.

IN LONDON.—	Telegraphic Transfer	1.67
	Bank Bills, on demand	1.67
	Bank Bills, at 30 days' sight	1.67
	Bank Bills, at 4 months' sight	1.75
	Credits, at 4 months' sight	1.75
	Documentary Bills, 4 months' sight	1.75
IN PARIS.—	Bank Bills, on demand	199
	Credits, at 4 months' sight	200
IN GERMANY.—	Bank Bills, on demand	169
ON NEW YORK.—	Bank Bills, on demand	381
	Credits, 60 days' sight	39
IN HONGKONG.—	Telegraphic Transfer	116
	Bank Bills, on demand	116
IN CALCUTTA.—	Telegraphic Transfer	116
	Bank, on demand	116
IN SHANGHAI.—	Bank, at sight	72
	Private, 30 days' sight	73
IN YOKOHAMA.—	On demand	76
ON MANILA.—	On demand	169
ON SINGAPORE.—	On demand	1 p.c. pm.
IN BATAVIA.—	On demand	94
ON HONGKONG.—	On demand	1 p.c. pm.
ON SAIGON.—	On demand	1 p.c. pm.
IN BANGKOK.—	On demand	67
	TERMS, Bank's Banking Rate	82.72
	1 D. LEAF, 100 lbs. per ton	86.85
	R. SILVER, 90 c.	24
	OPITAL.	

12th February.

Quotations are— Allowances not to 1 catty.
Malva New \$500 to — per picul
Malva Old \$100 to \$160
Malva Older \$1670 to \$1100
Malva V. Old \$1100 to \$1130
Person fine quality 8700 to —
Person extra fine — to —
Patna New \$1045 to — per chest
Patna Old — to —
Banars New \$1612 to —
Banars Old — to —

VESSELS EXPECTED.

THE GERMAN MAIL.

The Imperial German mail steamer *Stuttgart* left Kobe via Nagasaki and Shanghai on the 8th inst., p.m., and may be expected here on the 17th inst.

The Imperial German mail steamer *Hamburg* left Colombo on the 8th inst., p.m., and may be expected here on the 17th inst.

THE INDIAN MAIL.

The Indo-China steamer *Nansong*, from Cutts and the Straits, left Singapore for this port on the 10th inst., p.m.

THE AMERICAN MAIL.

The P.M. steamer *Korea* left Yokohama for this port via Island Sea, &c., on the 8th inst.

The T.K.K. steamer *Hongkong Maru* left Sou Francisco on the 8th inst. for this port, via ports of call.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of Japan* arrived at Kobe at 9 a.m. on the 12th inst., and left again at 3 p.m. same day, via Nagasaki, for Shanghai, where she is due to arrive at 3 p.m. to-morrow.

MERCHANT STEAMERS.

The N.Y.K. steamer *Iyo Maru* (American Line) left Shanghai for this port on the 12th inst., and is expected here to-morrow.

The O.S.S. steamer *Prometheus* left Singa- pora yesterday morning, and is due here on the 16th inst.

The A.L. steamer *Nippon* left Singapore for this port on the 8th inst.

The A.L. steamer *America* left Moji for this port on the 16th inst., a.m.

The "Een" Line steamer *Belawara* from Antwerp and London, left Singapore on the 8th inst., and may be expected here on the 17th inst.

The German steamer *Sandakan* left Sandakan on the 11th inst., p.m., and may be expected here on the 17th inst.

The P. & A. steamer *Penang* arrived at Yokohama on the 5th inst., a.m., and may be expected here on the 18th inst.

POST OFFICE NOTICES.

The Korea, with the American Mail, left Yokohama on Sunday, the 8th inst., at daylight, and may be expected here to-morrow.

MAILS WILL CLOSE.

FOR	PER	DATE
Canton	Power	Saturday, 14th, 7.30 A.M.
Haiphong	Fridays	Saturday, 14th, 9.00 A.M.
Bangkok	Macau	Saturday, 14th, 10.00 A.M.
Shanghai, Yokohama and Kobe	Haiberg	Saturday, 14th, 10.00 A.M.
Manila	Robilla Maru	Saturday, 14th, 10.00 A.M.
Singapore, Penang and Bombay	Woosong	Saturday, 14th, 10.00 A.M.
Cebu and Manila	Capri	Saturday, 14th, 10.00 A.M.
Europe, etc., India via Tucicorin	Kaifong	Saturday, 14th, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Printed matter and samples 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)	Cormandel	Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, etc., India via Tucicorin		Letters 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, etc., India via Tucicorin		Letters 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, etc., India via Tucicorin		Letters 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, etc., India via Tucicorin		Letters 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, etc., India via Tucicorin		Letters 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, etc., India via Tucicorin		Letters 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, etc., India via Tucicorin		Letters 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, etc., India via Tucicorin		Letters 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, etc., India via Tucicorin		Letters 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, etc., India via Tucicorin		Letters 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, etc., India via Tucicorin		Letters 11.00 A.M.
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Europe, etc., India via Tucicorin		Letters 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, etc., India via Tucicorin		Letters 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, etc., India via Tucicorin		Letters 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, etc., India via Tucicorin		Letters 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, etc., India via Tucicorin		Letters 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, etc., India via Tucicorin		Letters 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
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Europe, etc., India via Tucicorin		Letters 11.00 A.M.
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Europe, etc., India via Tucicorin		Letters 11.00 A.M